

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,338 tons, Captain W. A. Valentine.
 "FATSHAN," 2,160 " " R. D. Thomas.
 "KINSHAN," 1,995 " " J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted); 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," 2,393 tons, Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M.
 On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SALAM," 588 tons, Captain J. Wilcox.
 "NANNING," 569 " " C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor) opposite the Hongkong Hotel.

BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906.

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJILATJAP	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December
TJIMAH	—	—	—	—
TJILIWONG	—	—	—	—

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.

YORK BUILDINGS, 1st Floor.

Hongkong, 21st November 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$50
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.
HONGKONG.

Hongkong, 6th October, 1906.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Raffles Street. 566, Nanking Road.

Hongkong, 27th November, 1906.

Dentistry.

Dr. M. H. CHAN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VOUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 1st July 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GVEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 5th day of December, 1906, at Noon, the Steamship BUELOW, Captain H. Formes, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port at above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 3rd December, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 4th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 4th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than 1 cwt. and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Union can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£32. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,

HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS	TONS	SAILING DATES
PRINZ SIGISMUND	3,392	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 4th January.
MANILA	1,790	TUESDAY, 1st February.

ON TUESDAY, the 11th day of December, 1906, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Leup, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£18.-	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.-	£20.-	£14.-	Return £54.-	£36.-
TO SYDNEY	£33.-	£23.-	£15.-	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.-	Return £62.5	£44.5
TO YOKOHAMA	\$30.00	\$20.00	\$10.00	Return \$70.00	\$30.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the U. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 KOBE & NAGASAKI PRINZ SIGISMUND FRIDAY, 3rd Nov.
 SHANGHAI, NAGASAKI, } PRINZ EITEL FRIEDRICH WEDNESDAY, 5th Dec.
 KOBE & YOKOHAMA }

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.
 VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K., and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 22nd November, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 20.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveys).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liubers, Sootts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

BARGAIN.

FOR 16 DAYS ONLY.

A LARGE CONSIGNMENT

HENNESSY'S

BRANDY

AT

\$21.00 PER CASE OF 1 DOZ. (CASH).

Orders will be received by—

A. CHAZALON & CO.,

6, Queen's Road.

Hongkong, 7th November, 1906.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS.
 8.45 p.m. and 9 p.m.; 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 2.00 p.m.	Every 10 minutes.
2.00 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 5.00 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
 Liquidators.

Hongkong, 27th August, 1906.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HANE

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

— &c., — &c., — &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

For Sale.

FOR SALE.

THREE WOODEN LIGHTERS.

Length 80' 0"
 Breadth 24' 0"
 Depth 9' 6"
 Capacity 320 tons.
 Complete for delivery within 5 weeks from this date.

Plan, Specification and Particulars from
 C. E. WARREN & Co.,
 30, Des Vaux Road, Central,
 and
 HOO CHEONG WO & Co.,
 51 and 53, Connaught Road, Central,
 Hongkong, 5th November, 1906.

[1068]

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask
 ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag
 ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 2nd October, 1906.

[107]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
 guaranteed free from Salicylic Acid,
 and any other Chemicals.
 Price \$10.50 per case of 48 bottles (quarts)
 or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

Intimation.

Powell's

GENTS
OUTFITTERS,
28, QUEEN'S
ROAD,
(OPPOSITE THE CLOCK TOWER).ENGLISH
BOOTS.FINEST
ENGLISH
LEATHER.BEST
ENGLISH
WORKMANSHIP.BLACK.
BROWN.
PATENT.

Smart Shapes,

Durability,

Comfort.

\$12.00

PAIR.

Satisfaction

Guaranteed.

POWELL'S
HONGKONG.

Hongkong, 21st November, 1906.

To Let.

TO LET.

No. 8, D'AGUIAR STREET,

suitable for
SHOP AND DWELLINGHouse
at present occupied

by

Messrs. K. A. J. CHOTIRMALL & CO.,

MALL & CO.,

who will shortly remove

to

No. 64, QUEEN'S ROAD
CENTRAL.

Apply to—

K. A. J. CHOTIRMALL & CO.

Hongkong, 12th November, 1906. [530]

TO LET.

No. 2, "HILLSIDE" THE PEAK.

OFFICES in KING'S BUILDING and

YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-

duit Road.

A HOUSE in RYON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 16th November, 1906. [72]

TO LET.

A HOUSE in KNUTSFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 31st July, 1906. [789]

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD.

No. 51, WONG-NEI-CHONG ROAD.

Apply to—

HONGKONG & KOWLOON LAND

& LOAN CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 7th November, 1906. [1073]

TO LET.

A FLAT and THREE ROOMS, near the

Hongkong Bank, suitable for Offices.

Moderate rental.

Apply to—

X. Y. Z.

C/o Hongkong Telegraph.

Hongkong, 17th October, 1906. [1013]

TO LET.

ONE GODOWN, at EAST POINT, close to

the Water, suitable for the storage of any

Cargo.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 15th October, 1906. [1009]

TO LET.

EUROPEAN SHOPS, OFFICES, and

GODOWNS (suitable for Dry Goods

Storage) at No. 14, Des Voeux Road Central,

(formerly occupied by Messrs. Shewan, Tomes

& Co.

Apply to—

HO-TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [949]

Notice of Firm.

HONGKONG, CANTON AND MACAO

STEAMBOAT COMPANY, LIMITED.

NOTICE.

DURING my temporary absence from the

Company Mr. JOHN ARNOLD will act

as SECRETARY to the Company.

By Order of the Board of Directors,

W. E. CLARKE,

Acting Secretary.

Hongkong, 21st November, 1906. [4222]

Intimations.

HONGKONG JOCKEY CLUB.

MEMBERS desirous of RENTING ACCOM-

MODATION at the Race Course for the

Current Season will oblige by applying to the

Undersigned before FRIDAY, 30th instant.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 21st November, 1906. [1171]

SCOTTISH MASONIC QUADRILLE

ASSOCIATION.

MEMBERS of the above Association are

requested to note that the next DANCE

OF THE SEASON takes place on MONDAY,

3rd December, in the City Hall, at 9 P.M.

Invitations should be obtained as early as

possible, as none will be issued after the evening

of the 2nd December.

For the convenience of the Kowloon Mem-

bers a late Ferry will run at 1 A.M.

J. J. BLAKE,

Hon. Secretary.

Hongkong, 20th November, 1906. [1114]

WANTED.

A MAH TO TRAVEL TO HONGKONG,

by LADY with YOUNG BABY leaving

London about end of January next.

Please address—

M. M.,

C/o Mrs. Cassar,

24, Victoria Road,

Stroud Green,

London, N.

Hongkong, 21st November, 1906. [1113]

SITUATION WANTED.

A LADY STENOGRAPHER and TYPIST

(English), at present in Japan, desires a

position in a China Port. Salary required

\$175. 5 years' experience.

Copies of Testimonials and Reference open

to inspection at the Office of this Paper.

Apply to—

"K. G.,"

C/o The Hongkong Telegraph.

Hongkong, 20th November, 1906. [1116]

HARBOUR MASTER'S DEPARTMENT.

WITH reference to Government Notifica-

tion No. 975 of the 15th November,

1906, information has been received from the

Military Authorities that GUN PRACTICE

will be carried out as under:—

On TUESDAY, the 4th December:—

Practice scheduled to take place from

Stonecutters, in a Westerly direction,

at ranges up to 6,000 yards, commencing

at 6.30 P.M., and finishing at 9 P.M.,

cancelled.

On MONDAY, the 3rd December:—

From Stonecutters, in a Westerly direction,

at ranges up to 6,000 yards, commencing

at 6.30 P.M., and finishing at 9 P.M.

On THURSDAY, the 6th December:—

From Lyemum, towards Entrance to Junk

Bay, at ranges up to 6,000 yards, com-

mencing at 6.30 P.M., and finishing at

9 P.M.

If the weather is unfavourable on any of the

above dates, Practice will take place on the

following day.

All ships, junks and other vessels are to

keep clear of the ranges.

CHARLES WM. BECKWITH,

Lieut. R.N.,

Harbour Master, &c.

Hongkong, 22nd November, 1906. [1117]

THE TRADE MARKS ORDINANCE,

1898.

APPLICATION FOR REGISTRATION OF

TRADE MARK.

NOTICE is hereby given that W. K. & C.

PEACE, LIMITED, of Eagle Works

Sheffield, England, Steel, File and Tool Man-

ufacturers, have, on the 14th day of August,

1906, applied for the Registration in Hongkong

in the Register of Trade Marks of the following

Trade Mark:—

in the name of W. K. & C. PEACE, LIMITED,

who claim to be the proprietors thereof.

The Trade Mark has been used by the

applicants since the year 1888, in respect of the

following goods:—

EDGE TOOLS IN CLASS 12.

Dated the 20th day of August, 1906.

JOHNSON, STOKES & MASTER,

Solicitors for the applicants,

8, Des Voeux Road Central,

Hongkong.

Auction.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has instruc-

tions to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 26th November, 1906, at 12 o'clock noon,

at his Offices in Duddell Street,

IN ONE LOT.

The VALUABLE LEASEHOLD PROP-

ERTY registered in the Land Office as

Sections A, B, C, and D and the Remaining

Portion of KOWLOON INLAND LOT

No. 51 with the premises thereon, known as

Nos. 112, 114, 116, 120 and 122, Station Street,

South, and Nos. 117, 119, 121, 123 and 125,

Temple Street, South, Yau-ma-tei.

The total area of the above property is

8,358 square feet.

The total Crown Rent is \$19.19.

Particulars and Conditions of Sale may be

obtained from the Vendor's Solicitors,

Messrs. DEACON, LOOKER & DEACON,

1, Des Voeux Road,

and from the Auctioneer.

Hongkong, 16th November, 1906. [111]

Consignees.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the hazar-

dous and/or extra hazardous Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited, Kowloon, and/or West

Point, where delivery may be obtained.

Optional Cargo will be forwarded, unless

notice to the contrary be given before 4 P.M.,

TO-DAY.

No Claims will be admitted after the Goods

are left in the Godowns, and all Goods unde-

livered after the 27th instant will be subject

to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on TUESDAY, the 27th instant, at

9.30 A.M.

All Claims must reach us before the 3rd of

December, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,

Agents.

Hongkong, 21st November, 1906. [2]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, ANTWERP,

LONDON AND STRAITS.

THE Steamship

"GLENROY"

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Limited, at Kowloon,

where each consignment will be sorted out

mark by mark, and delivery can be obtained

as soon as the Goods are landed.

Goods not cleared by the 27th instant will

be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the

Godowns, and a certificate of the damage

obtained from the Godown Company within

ten days after the steamer's arrival.

No claims will be recognized if not presented

within 14 days of the ship's arrival.

McGREGOR, BROS. & GOW.

Hongkong, 21st November, 1906. [1119]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"GREGORY APCAR"

having arrived from the above Ports, Con-

signees of Cargo are hereby informed that their

Goods will be delivered from alongside.

Cargo impeding the discharge will be landed

at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the

22nd instant, will be landed at Consignees' risk

and expense into the hazardous and/or extra

hazardous Godowns of the Hongkong and

Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and

PENANG are requested to take IMMEDIATE

DELIVERY of their Goods from alongside,

such Cargo impeding the discharge of the vessel

will be landed and stored at Consignees' risk and

expense.

Bills of Lading will be countersigned by the

Undersigned.

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 20th November, 1906. [1115]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"

FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby in-

formed that all Goods are being landed

at their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Ltd.,

Intimation.

A. S. WATSON & CO., LIMITED.



"STILL LEADING."
**WATSON'S
E
LIQUEUR
SCOTCH
WHISKY.**
\$15 per case.

A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.
ESTABLISHED A.D. 1841.
Hongkong, 21st November, 1906.

DEATH.

On September 16, at Weihwei, ANNIE ELIZABETH VICTORIA, beloved wife of Duncan Clark.

The Hongkong Telegraph

HONGKONG, THURSDAY, NOV. 22, 1906.

THE SUGAR INDUSTRY IN JAPAN.

The immense expansion which has recently taken place in the sugar industry of Japan must unquestionably give local manufacturers cause for apprehension; since the loss of the Japan trade, which, under stress of Japanese conservatism, and heavy import duties, can only be a matter of time, means to this, the most vital and greatest of our local industries, the closing of what at one time used to be Hongkong's biggest outlet. Most people, who have visited Japan, are doubtless aware that the Japanese are by preference a sweet-toothed nation, but few are cognizant of the fact that in the Empire there is a daily consumption of 300,000,000 kin (a kin being equal to one pound and a third) or say about 300 tons of sugar of all kinds. The import of foreign sugar into China, on the other hand, is estimated to be somewhere in the neighbourhood of 250 tons a day, and there is no doubt that Hongkong supplies nearly, if not all of this demand. Meanwhile it is a *sine qua non* that Japan is making every effort to supply her own wants and those of Corea, North China, and, in all likelihood, of Siberia also. We learn from the *Japan Chronicle* that the amalgamation of the Tokyo and Osaka Sugar Refineries, which had been hanging fire for some time, became a "fait accompli," at a special general meeting of the respective concerns on the 5th inst., and the business will in future be conducted under the style of the Dai Nippon Sato Kaisha (Great Japan Sugar Refining Company). The proposed inclusion of the Daiichi Sugar Refining Mill in this combine failed to materialize, the owners of the mill evidently preferring to adhere to their original idea of working upon an independent basis, and in this we see no cause to blame them, since not only is their mill better placed economically, and within shorter distance of its markets, but their plant is more modern, their output greater, and they have, we believe, a much larger capital; while the head of the concern is that young Mr. Suzuki, the man of tireless energy and keen foresight, who, at the com-

mencement of the war, beginning with a few hundreds of yens, used his opportunities in buying and selling upon the Stock Exchange to such advantage, that, during the period of strife, he amassed a fortune of no less than six millions of yens. On Sunday, the 17th inst., the Suzuki Shoten a partnership firm (Gomei Kaisha), the proprietors of the latter mill, invited a number of guests, principally sugar merchants in Kyoto, Osaka and Kobe—to inspect the mill at Daiichi near Moji, the extension of which is now almost completed. About 150 of the leading sugar-dealers in the three cities referred to accepted the invitation, and the party travelled by train from Kobe, carriages being specially chartered for their accommodation. Some particulars of the Daiichi Mill cannot fail to be interesting to our readers, when it is considered how much Hongkong depends upon the continued prosperity of her sugar industry, and what is the exact nature of the competition we shall have to face in the near future. This mill is the largest of its kind in Japan, being most advantageously situated upon the coast about a mile to the west of Moji. It has a sea-frontage of some hundreds of yards, and a chamber of 1,000 tsubo, being about 18,000 square feet, into which lighters will proceed to load and discharge. An electric crane is in course of erection which will be in working order next month. The mill is connected by rail with the Kyushu Railway, so that coal can be carried directly thereto, and sugar carried away direct to all parts of Kyushu, and herein lies its chief advantage over the mills in the greater centres of Japan. It has still others which we shall show further on, and not the least point of which is that it has a regular and never-failing supply of water. The buildings of the Daiichi mill are of brick, covering an area of 28,000 tsubo, or over 50,000 square feet, while the godowns extend over a space of 3,000 tsubo or 54,000 square feet. The present output of the mill is from 300 to 340 tons per day, which total will shortly be increased to from 450 to 500 tons, and provision has been made for a further extension which will permit of an output of 700 tons a day. It will thus be seen at a glance, if our readers will refer back to the statement of consumption made earlier in this article, that this new mill will in a short time be in a position to supply of itself very nearly the whole demand of Japan and China. Added to this power of production, the fact that Moji is only half-a-day's voyage from the port of Fusan, two days from Gensan and Chemulpo, one day from Dairen, three and a half from Chefoo, and five days direct from Vladivostok, and one will recognize what a huge advantage such a situation has over Hongkong. Then again with cheap coal at their front door, and a free water-supply at their back, what possibilities are not open to them. Formosa, which is destined in the future to supply Japan with her raw sugar, lies only a little over 700 miles S.W. of Moji—say "two days' steam"—and as everybody well knows, an immense filip has been given to the production of cane in Japan's Island Colony, by the introduction of the necessary large capital. For the present, Japan, like Hongkong, is for the most part dependent for her raw material upon Java, but she has given ample proof of her intention that this dependence shall cease to exist just so soon, as she feels confident that she can supply her own wants from a part of her own Empire. We see, however, as yet, no reason for holders of sugar-shares in Hongkong to become apprehensive of the possibility that the eventual closing of the Japanese market to our product will not be compensated in some measure by new and enlarged demands in South and Central China; still, it behoves us to constantly keep the idea in view that in a few, perhaps a very few years, we must be prepared to see the market of Japan and North China go out of our grasp, and to make strong efforts to find and exploit other outlets nearer home which shall take the places of those we shall have lost.

LOCAL AND GENERAL

THE wreck of the hulk *Stanfield*, with all anchors, chains and appurtenances, which is now lying in Yaumati, was, at noon to-day, put up for auction by Mr. G. P. Lammer, the wreck was sold for \$725 to Mr. Wing Cheung, a shipbuilder, at Yaumati.

THIS evening at the Union Church Literary Club, Mr. Frank Browne (Government Analyst) will deliver a lecture on "Faraday and certain of his views." Dr. J. C. Thomson will take the chair at 9 p.m. sharp. It is hoped as many as possible will attend.

LEUNG F. PO, a gardener, of Tai-Hang village, was proceeded against at the Police Court this morning, by a representative of the Public Works Department, for encroaching on Crown land at Tai-Hang, by erecting a match shed there on the 21st instant, without sanction from the P. W. D. Accused said he did not know such a thing was necessary. His Worship showed him that it was, by fining him \$15, and ordering the shed to be pulled down without delay.

LT. COL. A. E. AITKEN, 19th Infantry, is appointed president of the H. K. Army Rifle Association, vice Lt. Col. C. H. U. Price, D. S. O., 19th Baluchis, and Lieut. H. E. Large, 3rd Middlesex Regt., is appointed hon. secretary, 14th Lieut. C. W. Case-Morris, and R. W. Kent Regt.

FOR the convenience of early morning passengers to the Race Course two special cars will be run from the Post Office to the Race Course at 6 a.m. and 6.15 a.m., commencing Saturday, the 24th inst., and until further notice daily, Sundays excepted. The cars will return from the Race Course at 7.45 a.m. and 8 a.m. respectively. The fare each way is ten cents and cash tickets, eleven for one dollar, may be obtained on application.

ON the 14th inst. at about 3 a.m. while two Hokien Chinese were making cakes at No. 48, Shaik Madrasah Lane, Singapore, they were suddenly startled by the appearance of a boat-constructor about 15 feet in length, creeping out of an empty case near by. They at once ran out and called for assistance. One of their friends, named Toh Ah Giep, came to their help, and pressed the serpent's head with a carrying pole and with the assistance of the other two men managed to force it into a gunny bag. This serpent has for some time past been terrorising the inhabitants of the vicinity by paying occasional nocturnal visits to various houses.

LEUNG Kam Ku, who styled himself head coolie, of No. 2, Keswick Street, was made defendant in a case heard at the Police Court this morning. Inspector Gourlay, of No. 2, Police Station, charged him with aiding and abetting a boy named Leung So Tin to commit an offence punishable by a magistrate. The defendant, it appeared, sent the boy to tear down trees on the Coffee Plantation in Caroline Hill Road, which is Government property. "I suppose," said Mr. Hazeld, "that he is in charge of these boys and he makes them do what he likes?" Inspector Gourlay said that looked like it, as accused was in charge of a band of boys who were employed at the Cotton Mills. He was fined \$7.

AN aged Chinaman, was arraigned before Mr. F. A. Hazeld, at the Police Court this morning, at the instance of Inspector Smith, on a charge of carrying dangerous goods without a permit from the police. A *luchang* boarded the steamer *Son Wai* last night before she left for Canton, and suspected accused asked him to show his luggage. In a box was discovered 250 rounds of revolver ammunition and a bag containing a quantity of gunpowder. The defendant said he bought the ammunition from a friend to take into the interior. His Worship remanded the case until to-morrow in order to allow the police to find the persons from whom accused purchased the goods, and to find out from which shop the ammunition was originally purchased.

ACCORDING to a New York opinion, to buy diamonds for holiday presents will cost this year at least 20 per cent. more than a year ago. Because of new conditions in the trade, the diamond trust, which had annually devalued three or four advances, each of 5 per cent., since 1902, did not do so this year; but diamonds have been going up just as fast. One cause that has been sending up prices is unfavourable assorting in many shipments. Another element is Jaboti, and, according to manufacturers, they now pay much higher wages than a year ago, while they do not cut and polish as much owing to union regulations. So vast have been the gains in the values of diamonds in recent years that some stones bought in the rough for \$10 (gold) a carat back in the early eighties are now among choice specimens of blue white diamonds, which, if put on the market, would bring \$500 (gold) a carat.

ON the 16th instant, readers will remember, a Chinese youth was allowed to go out free after putting the police at the Central Station on a six hours' wild goose chase. He it was who complained of being "held up" in the Botanical Gardens at eleven o'clock in the forenoon and robbed of \$50 in notes and a gold watch and chain, the property of his uncle. After putting the officials to no end of trouble he confessed that he had lost the valuables at *funtan* in Macao and that his yarn of robbery was a tissue of falsehoods. Last night, however, this remarkable lad was picked up in the harbour by an Indian policeman, who saved him from a watery grave. The lad, we are informed, was standing on the edge of Blake Pier yesterday afternoon speaking to some friends when he was seen to topple into the sea. The Indian constable who was on duty on the wharf at the time got the lad out and removed him to the Central Station in a chair. He was found to be in a bad condition and was removed to hospital.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:

On the 22nd at 11.55 a.m.—The barometer has risen moderately over N. China and N.E. Japan, and fallen slightly over Formosa and the Philippines.

The anticyclonic area is central over the continent to the North of the Yangtze. Pressure is relatively low to the N.E. of Japan in the North, and over the Philippine Archipelago in the South.

Strong monsoon is indicated in the Formosa Channel and the China Sea.

FORECAST.

- 1.—Hongkong and neighbourhood, N.E. winds, fresh; fine.
- 2.—Formosa Channel, N.E. winds, strong.
- 3.—South coast of China between Hongkong and Lamock, same as No. 2.
- 4.—South coast of China between Hongkong and Hainan, same as No. 2.

TYPHOON RELIEF FUND.

At a meeting of the committee of the Typhoon Relief Fund, held at the office of the chairman, Sir Paul Chater, on the 20th instant, the following statement was submitted by the sub-committee:

Payments already made to owners of 830 boats.....\$103,715.00
To destitute widows and orphans.....1,107.00
Grants agreed to, but not yet paid to owners of 163 boats.....16,783.00

In addition to the above, the sum of \$15,665 has been spent by the Tung Wah Hospital and in relief to Europeans.

Applications for relief have been put forward by fishing boat and junk owners amounting in all to some \$31,000. It has been decided that small fishing boats will be granted assistance from the fund calculated at \$10,000.

An additional amount of \$90,000 has been asked for by fishing junks, and this matter is now under consideration by the committee.

SOAP TRADE-MARKS INFRINGED.

WHAT WILL BECOME OF TRADE?

At the Police Court this morning, before Mr. G. A. D. Melbourne, Mr. W. G. Humphreys, of W. G. Humphreys and Company, proceeded against Tong Wo Shing, of No. 265, Queen's Road Central, for selling and exposing for sale, and being in possession of a quantity of soap to which a false trade-mark had been applied, on the 19th instant. The trade-mark that was alleged to have been infringed was the "Beehive" brand, the property of Messrs. W. Gossage and Company, Limited, of Widnes, Lancashire, the complainant being the local agent.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the prosecution, while Mr. G. C. Master, of Messrs. Johnson, Stokes and Master, represented the defendant.

Mr. Master said that he would leave it for the prosecution to prove that the trade-mark in question was a registered one. He admitted being guilty of a technical offence. The soap was in his possession, but he was going to plead guilty under extenuating circumstances, as the soap was ordered by his clients from Japan. Whether the soap was ordered from a Japanese or Chinese firm he did not know, but he knew that when the defendant ordered the soap he did not insist on the shippers sending him "Beehive" soap. The shippers sent the soap on their own account. When it was discovered, continued Mr. Master, that they had sent "Beehive" soap, the defendant wrote to the firm in Japan—a press copy of the letter had been handed to the prosecution—telling them to stop shipping "Beehive" soap, and it was stopped. Mr. Master went on to say that his client was certainly in the wrong. When he got the forty cases of "Beehive" soap he should have gone to the complainant and informed him of the matter, but Chinese did things differently. When the soap was ordered the defendant did not know that "Beehive" mark would be sent. There was no intention of fraud, nor were they trying to undersell Messrs. Humphreys and Company. If the prosecution, concluded Mr. Master, allowed them to send the soap to Japan the defendant would be glad to do so.

Mr. Grist observed that defendant knew the soap bore a false trade-mark when he received it and therefore he had no right to put it on the market.

Mr. Master said fifteen cases were sold. Mr. Grist stated that the soap was on sale. He was not vindictive; he did not desire to press the charge; what he wanted was a conviction, and the soap forfeited under sub-section 2 of section 3. The prosecution had been put to a good deal of trouble by the defendant putting on the market this false stuff, and they should be made to pay the costs of the prosecution, so as to satisfy them that it would not occur again. Mr. Master said that he understood from what his learned friend had said that he was not pressing the case. His client was not a fraudulent trader caught in the act. The man had gone and done his best, and now he heard that Mr. Grist was asking for costs.

Mr. Grist: I may ask for imprisonment. Mr. Master asked if this man was sent to gaol for this offence, what would his Worship do in a more flagrant case? His client wrote to Japan informing his shippers to stop sending "Beehive" soap in August last. The summons against him was taken out on the 20th of this month. It was not a flagrant case by any means.

His Worship asked—Mr. Master if he could not come to some arrangement with Mr. Grist about sending away the soap.

Mr. Master: They say they do not want to be vindictive and yet they ask for a heavy penalty.

Mr. Humphreys: They may be doing the same sort of business in Japan.

Mr. Master proposed that the soap be forfeited and a nominal fine of, say, one dollar, imposed by the Court would meet the case.

Mr. Grist: Oh, no, no!

Mr. Master: If this case is going to be pressed the case must go on.

Mr. Grist: The case is not being pressed. Nothing of the sort is being done.

Mr. Master again proposed that the soap should be forfeited and a fine of one dollar imposed.

Mr. Grist (hotly): What protection will there be for trade here if such a thing is allowed to pass? We will go on with the case. His Worship put a stop to the discussion. He said that since the defendant had pleaded guilty he would give his decision straight away. He would find the accused \$25, and order the soap to be confiscated.

Mr. Grist: And costs?

His Worship: Costs not allowed.

FOR trespassing on Crown land near the Coffee Plantation, in Caroline Hill Road, yesterday, a Tai-Hang coolie was given in charge. He was proceeded against by the Forest Guard of the Botanical and Afforestation Department, at the Police Court this morning. The coolie, who, no doubt, went there to break down the trees, admitted the charge and Mr. F. A. Hazeld ordered him to forfeit \$7.

CANTON DAY BY DAY.

THE KWANGTUNG JUDGE-DESIGNATE.
[From Our Own Correspondent.]

Canton, 21st November.

The Provincial Treasurer has received a telegraphic message from the authorities at Shanghai, announcing the arrival at that place of the Provincial Judge Chü, the Judge-designate of the province of Kwangtung.

SILK STORE CLOSED.

At the request of the Consul-General for Germany the Magistrate of Namhoi has ordered a weiyung yesterday to proceed and seal up the firm of Suo Wo, cloth and silk piece goods establishment, situated at Kwong A Street. This firm was, it is alleged, a debtor of the Shamen firm of Pustau & Co.

THE VICEROY'S STAFF.

Yesterday Tantai Chou Hok Yuen, the son of H.E. Chow Fu, whom the Throne has sanctioned in his service (contrary to custom) at Canton, left here yesterday afternoon, for his native home. It is reported that H.E. the Viceroy thinks his son unfit for holding any position under him.

OFFICIAL SALARIES.

H.E. Viceroy Chow has ordered the Sin Hau Kuk (Reorganisation Department) to issue the monthly salaries of the officials of his yamen, which will amount to about 4,000 taels per month. H.E. the Viceroy has also placed the military officials, which he brought with him, under the control of Admiral Li Chuen.

THE "KINSHAN."

The s.s. *Kinshan* went ashore this morning at 2 a.m., when passing the shoals, on her voyage from Hongkong to Canton, at Tai Mei Beacon, a few miles from the Macao Forts. She is expected to re-appear this evening at high tide. Meanwhile the s.s. *Eowan* will take her place.

ROBES VS. UNIFORMS.

Since the abolition of the Chu Jen examinations a majority of the people have preferred to wear military uniforms and foreign clothes to official robes and these changes were approved by the high authorities at the time. Therefore the merchants dealing in official robes here had a large stock of their goods left on their hands. Since last month, a sudden change has taken place, when a large number of candidates from various districts came to Canton to present themselves for examination for the senior licentiate degree, held at that time. All the candidates assumed their full official robes for the occasion. The present Viceroy Chow holds a contrary opinion on the subject to that expressed by ex-Viceroy Shum, the former being opposed to the new military uniforms, for it was only the day before yesterday when he ordered his military officials to wear the old time official costumes, which had been discarded. During the last few days the merchants in the robe business have cleared their stocks at a much higher quotation.

EXPORTATION OF OXEN.

Some time ago instructions were received here from the Board of Commerce (Shangpu) at Peking, prohibiting the exportation of cattle; but certain merchants in Nam Hung district are still in the habit of exporting oxen under British, German and other foreign flags. Every market day over a thousand heads are exported and at the end of the year the number of the cattle exported will no doubt be considerable. In former years, the cost of an ox for ploughing was not more than \$15.00, but at present the cost has increased to over \$40.00. Nam Hung is a very poor district, and most of its people obtain the means of their livelihood by agriculture. The exports thus caused the people to suffer considerably, as they cannot afford to buy oxen for ploughing purposes and consequently most of them are at present out of employment. It is feared that they will turn out to be bad characters, and disturb the peace of the people.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

SHANGHAI DOCKS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—With reference to the letters which have appeared in your recent issue, under the signature of G. Nielsen, who I understand is a broker in Shanghai, allow me to say with regard to the last letter, wherein he contains his conclusions "By adding the capital of both companies together, that his arguments are entirely fallacious. As a man of figures, which he pretends to be, he ought to know that in all questions of this character you must compare like with like. The business of a dock company is very different to that of a wharf and godown company, the profits of storage in Shanghai being very large, as is evidenced by the prosperity of the Shanghai and Hongkong Wharf and Godown Company. The earnings of each company must rest entirely on the amount of capital subscribed. It would have been much better if Mr. Nielsen had attended the meeting of shareholders and addressed the chair instead of writing a mass of correspondence to the papers, which only shows him to be in some way financially interested, against the development of the unproductive assets of the Dock Company.

As regards the writer's reference to Mr. F. E. Taylor and the Weihaiwei Gold Mine, I cannot see what connection or relevance that has to Shanghai Docks. It would have been fairer and in better taste on his part if he had confined his remarks on this subject to another letter.—I am, etc.

INTERESTED.

November 22.

SHIPPING AND MAILS.

MAILED DUE.
Indian (*Lalrang*) 26th inst.
French (*Polynesian*) 27th inst.
American (*Coptic*) 29th inst.

The Imperial German Mail s.s. *Prinz Ludwig*, which left here on 24th ult., arrived at Genoa on 20th inst., at 9 a.m.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE S.S. "KINSHAN."

VESSEL SUCCESSFULLY RE-FLOATED.

[From Our Own Correspondent.]

Canton, 22nd November.

The steamship *Kinshan*, which went ashore near Macao Fort on Tuesday night, has been successfully re-floated and has left for Hongkong where she is expected to arrive this afternoon.

The Hongkong, Canton and Macao Steamboat Co.'s steamer *Kinshan*, which went ashore at Taimoe while going up to Canton yesterday morning, arrived in port at 2.45 o'clock this afternoon. When seen by a reporter from the *Hongkong Telegraph*, the chief officer said that it was about six o'clock yesterday morning when the *Kinshan* went ashore—or as he termed it "buried her nose"—in the paddy fields at Taimoe. The same company's steamer, *Falshan* while coming down made an attempt to tow the *Kinshan* off, but as the tide was low she failed. At six o'clock this morning—exactly twenty-four hours ashore—the *Kinshan* floated off at high tide. Asked how the ship managed to "bury her nose" in the paddy fields, the chief officer said that, in trying to keep clear of some fishing crafts, the tide carried the ship ashore. No damage was done to the vessel.

SHANGHAI SIKHS.

ANOTHER COUPLE OF STRIKERS DEPORTED.

[From Our Own Correspondent.]

Shanghai, 22nd November,

2.30 p.m.

In connection with the trial of the Sikh constables accused of instigating their companions to strike, the two remaining prisoners have also been sentenced to deportation.

SHANGHAI VOLUNTEER CORPS.
APPLICATION BY CHINESE BATTALION.

[From Our Own Correspondent.]

Shanghai, 22nd November,

2.30 p.m.

The Chinese volunteers have applied for admission to the ranks of the Shanghai Volunteer Corps.

After consideration the Municipal Council has decided to grant their request, subject to certain conditions.

TORE OFF HIS QUEUE.

AN AMUSING CASE IN COURT.

An old Chinaman, named Li Ng, minus his national appendage, to wit, his queue, appeared before Mr. C. A. D. Melbourne, at the Police Court this morning, to charge one Chung Ping with assault, at West Point, yesterday. Chung Ping counter-charged Li Ng also with assault. Inspector Collett, who was in Court hearing the case, produced a parcel, opened it, and produced the old Chinaman's queue, which was torn off by the roots. The queue remained on the table throughout the hearing of the case and was the source of great amusement to the "idiots at the back of the court."

Eighteen months ago the old man promised to get Chung Ping a job as foreman stevedore at sixty cents a day. Chung on the other hand promised the old man that if the job was a permanent one he would give the old man five cents a week as long as he kept the job. Chung Ping got the job and was fired out twenty-one days later. He forgot all about the old man until they met at West Point yesterday afternoon.

"What about the five cents a week you promised to give me?" inquired the old man. "I promised to give you five cents a week if the job was a permanent one. It was not and you are entitled to nothing," replied Chung Ping.

"It would have been a permanent one if you did not misbehave yourself and get fired," the old man is reported to have said. "Hand me four dollars and twenty cents and call the matter settled."

Chung Ping became puffy. He said he would see the old man into another country before he did anything so foolish.

There was a quarrel and both men clashed. They dealt out some crashing blows at each other, and the spectators expected soon to see a spleen burst. That was not to happen, however, for they began tugging at each other's queues. This went on for some considerable time and a deafening sound was heard, which was followed by the old man falling backwards, leaving his queue in his opponent's hands. Both men were thunderstruck. The young man looked at the old man's head and wondered whether the queue was false, while the old man, still sitting on the ground, and scratching the place where there was once a queue, watched the remains of his queue in the other man's hands. Both then repaired to No. 7 Police Station where they lodged complaints.

The Court found Chung Ping guilty of assault and fined him \$15. The elder man—Li Ng—grabbed the paper containing his forfeit queue and disappeared in the crowd.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

TELEPHONES IN SHANGHAI.

PUBLIC CRITICISM BLOCKS THE FRANCHISE.

[From Our Own Correspondent.]

Shanghai, 22nd November, 2.30 p.m.

As the result of the criticism offered by the public on the subject of the local telephone system, the signing of the franchise agreement has been deferred.

MARQUIS ITO.

DEPARTURE FROM SEOUL.

[From Our Own Correspondent.]

Shanghai, 22nd November, 2.30 p.m.

Marquis Ito, President General of Korea, left Seoul yesterday.

[Reuters.]

Germany.

LONDON, 20th November.

The Kaiser has authorised the publication of particulars of an interview with the Bavarian poet Gahner, in which the Kaiser declared himself an optimist working his hardest for the future of Germany; he would like the people to understand him and to help him in attaining his object.

It is believed that the publication of the interview is a reply to the recent attacks of the Press.

CATLE DISEASE AT POK-FOOLUM.

SANITARY BOARD MEETING.

At an extraordinary meeting of the Sanitary Board, which was held in the Board room, at four o'clock this afternoon, the usual members being present, the following letter from the Colonial Veterinary Surgeon, relating to a certain disease which has broken out among some cattle at Pokfulam, was read:—

22nd November, 1906.

Sir,—I have the honour to submit the following report for the information of the Board:—

On Saturday, 17th instant, I got a message through the police to the effect that there were sick cattle at the Sanitarium of the French priests at Pokfulam. I went out and found one sick animal which was then moribund. I made a post-mortem, but found no definite lesions of any particular disease. There was nothing to be seen in the blood microscopically.

I re-visited the place on the 18th and found two animals with high temperatures, but no other appearances of disease. I put them into a separate shed.

On the 19th the condition of these two animals was unchanged, but two more cattle showed a high temperature. I put them with the sick two put apart at first. Four cattle in a shed close by I moved to a shed some distance away.

On the 20th the same condition prevailed. Blood smears were negative and although the temperatures of the sick cattle varied from 104.5 to 107 F the animals were still feeding and showing no the casual onlooker no symptoms of disease.

Yesterday afternoon, the condition of affairs was as follows:—The two cattle first set apart now showed well marked symptoms of haemorrhagic septicaemia and the four cattle that I had put into a shed further away were also sick.

I have taken all precautions to prevent the disease spreading further.

In view of the fact that almost the whole of the dairy cows in the Colony are within easy distance—there are the whole herd of the Dairy Farm Co., Fuk Lee's and Hop Lee's dairies quite near—I would recommend that the whole of the affected or in contact cattle be slaughtered under section 53 of Ordinance 1 of 1903.

There are only eight cattle altogether and they all come under either sub-section 4 or sub-section 2 of section 54 of Ordinance 1 of 1903. All the cattle are sick and therefore half their value before they became affected will be payable.

I have the honour to be, Sir,
Your most obedient servant,
(Signed), ADAM GIBSON,
Colonial Veterinary Surgeon.

The Secretary, Sanitary Board.
Hon. Dr. Atkinson minutes:—I have sent these flies and also similar flies (biting) obtained from the cattle in the Bacteriological Laboratory to Dr. Theobald, British Museum, London, for identification and classification; for, in my opinion, they may be concerned in the etiology and transmission of this disease, which, in my opinion, is a variety of "haemorrhagic septicaemia."

The Board decided that the place where the disease broke out should be considered an infected area; also that the cattle should be slaughtered, and the Government should be recommended to grant compensation as laid down in the Ordinance.

Nicholas Apperly, a Frenchman, started the industry of canning fruit in the year 1810. Meat was first placed on a large scale in 1848.

HONGKONG'S POSSIBLE RIVAL.

WHAMPOA AS A PORT OF TRADE.

The *Straits Times* devotes a leading article on the rivalry of Whampoa as threatening Hongkong. The writer observes:—The mutations of trade are often incomprehensible. Without cause, apparently, a town will decline and decay, a port will sink from first-class importance to utter insignificance, yet there is always, of course, a cause however obscure, however it may be overlooked by the generation living through the process of gradual decline. The introduction of steam transportation by land and sea and the development of mechanical appliances are chiefly responsible for some of the greatest changes of the past and present centuries, and here in Singapore, one of the strongholds of the world's highway, we are singularly well situated to observe the changes that are being effected on countries and calling places rescued in comparatively recent times from their primeval isolation. There is not much likelihood of Port Swettenham ever rivaling Singapore as a port of call for the world's mercantile marine, though the recent visit of a P. and O. liner to that port points the possibilities of future development at coastal ports in the Malacca Straits. Too much capital might be made, for political reasons, of the steady development of Penang and its rivalry with Singapore. Nevertheless, there may be good reason for believing that the steady growth of the railway systems of the Malay Peninsula will bring inevitable changes in the current of trade affecting our own port very materially. That the influence will be serious, permanently injurious, we need have no fear. It is not necessary to use the hackneyed comparison, so frequently applied to Hongkong and Colombo, of our port being a sort of Clapham Junction. There are geographical advantages in our favour of which we cannot be deprived unless some unusually detrimental official insists upon a policy calculated to drive trade away from Singapore. Other ports may spring up to rival us; that we need fear eclipse is ridiculous. Singapore will always hold its own, and is more likely to grow in importance than to diminish in glory.

Quite different is the position of Hongkong—the next calling place on the ocean highway. At present, that Colony holds the proud distinction of being the first of the Empire, statistically. The statistics have been called in question, but that is another story. The fact remains that from a barren rock, inhabited by a few fishermen, who combined piracy with the gentler art, Hongkong has developed into a Colony of importance altogether out of proportion with its size and population. To some extent, it might be regarded as a trade excelsior, carefully fostered and nurtured, brought to maturity prematurely and liable to the disease and decay that so often mark out the exotic for their own. True it is that Hongkong is at present a naval base, a "place d'armes," the taking off place for any British military or naval demonstration in the Far East, the focus of an inter-oceanic trade without equal in the world. There is just one little speck on the rose leaf. Hongkong's importance as the port of South China is in danger of serious rivalry. This was first realised in 1903 when railway development began in the neighbourhood of Canton. The future Tientsin Railway of China, which is to link Peking with Hankow in the heart of the Celestial Empire, and Canton in the south, might very easily be carried to a terminal port on the Canton River, within fifty miles of Hongkong. As a matter of fact, the point contemplated is Whampoa, which was not only the great shipping port of South China but the docking and repairing port for some years after the acquisition of Hongkong by Britain and its conversion into a free port. Should the Chinese Government make Whampoa the terminus of its railway—and it has a perfect right to do so if it chooses—there is a positive danger of the importance of Hongkong being seriously impaired. That it will ever sink into insignificance is unbelievable. Whampoa is in a lackwater, while Hongkong is out on the stream of ocean travel. Hongkong has one great advantage, an advantage she will retain so long as Great Britain retains her position among the first-class powers here in security, under the British flag, and unless the Chinese can hold out reasonable prospect of equal security, Whampoa, even should it become an open port with railway communication with the interior, can never obtain the confidence of foreign traders and shippers. There is also another point in Hongkong's favour. It is a free port, unhampered by customs or relations, free in some respects than Singapore. Goods may be laid down there in bulk and stored until disposed of for export in the interior or along the coast. Unless the Chinese change their methods, therefore, Hongkong will retain the favour of shippers.

The danger of rivalry is fully realised in Hongkong. Both the Government and the business community are aware of the necessity of connecting the Colony with the interior, if it is to withstand the rivalry of Whampoa, and a railway is now being built, with feverish haste, from Kowloon to the frontier, and an agreement has been made for the continuation of that railway to Canton. Up to the present the Chinese, adopting the policy of masterly inactivity, has proved so successful in stalling off foreign aggression and peaceful penetration in the past, have done nothing to facilitate the construction of the Kowloon line to Canton. Viceroy Shum, who has just been repudiated by Chow Fui, was credited with hostility to foreigners, and hostility to the British railway. We now read that he was foiled in his scheme for building a railway from Canton to Whampoa. Before he relinquished office, the Minister of Commerce at Peking telegraphed to Shum not to go on with the line; and it is stated that this action was taken by the central authorities in response to the protestations of Sir John Jordan, the British Minister, that the proposed line would interfere with the Kowloon-Canton Railway. If this version of the matter be correct, it would indicate a better feeling at Peking towards Hongkong's port project and a postponement of the rival Whampoa scheme for an indefinite period. That Whampoa will be made an open port to serve the Southern Provinces and that it will yet be joined to Canton by rail, we fully believe; but it is at least satisfactory to know that both these steps may be delayed until such time as the Kowloon line has got a fair start, for then it will be less easy to divert the current of trade from Hongkong.

SINGAPORE FACTION FIGHTS.

POLICE PATROL STREETS.

We take the following detailed report from the *Singapore Free Press* of the 14th inst. and following days:—

One of the most serious faction fights that has occurred in Singapore for some time began yesterday morning and towards the evening assumed proportions that were somewhat alarming. The direct origin of the trouble seems to have been a quarrel between two rival parties of coolies over a berth for their tawak at Boat Quay, early yesterday morning. Each party claimed a certain berth, and the rivals soon came to blows. Other coolies in the neighbourhood joined in the fight, and reinforcements came from the adjoining godowns.

YESTERDAY MORNING'S FIGHT.

Very soon the strife assumed formidable dimensions and several hundred coolies were fighting for all they were worth with boat poles, carrying sticks, and anything they could lay their hands on. Those who found no permanent weapon to their hands seized hold of anything handy and used it as a missile, including bottles, jars, bricks, and stones.

The police were telephoned for and soon a detachment arrived under Inspector Gallagher. Their arrival put a stop to the fight, and the police do not seem to have been resisted. But the casualty list was rather a big one, and included two so badly cut about the head that they had to be sent to hospital. Nine of the rioters were arrested.

LATER PROCEEDINGS.

The affair of the morning appeared to be a mere squabble that had risen to a serious fight. A curious light was, however, thrown upon the cause of that row by a case brought up in the police court before Mr. Coleman. A Hokien was charged with stealing a case of tea, and he unfolded a tale of how he had been set upon and wounded by Teochews. He said that there had been bad blood between the clans for a month past, but would throw no light on what was the cause of it. But he gave the Court to understand that there were going to be many fights.

THE SECOND FIGHT.

The police were not entirely taken by surprise therefore, when they were called to a fight in New Market-road, close by the Chinese Protectorate and the Central Police Office. Here two mobs of 150 had come to but also, which is significant, with their fighting sticks. The police attempted to disperse them, and for the first time they were resisted, and for a time kept back. Inspector Gallagher single-handed managed to keep them from doing any mischief, till more police arrived, and the mob then dispersed.

It then became apparent; this was about six o'clock, that there was going to be trouble, and Supt. D'Arcy Symonds made arrangements for the Sikhs to come from Sepoy Lines, and for the European police to turn out.

CRAIG RD T. OUBLE.

The next message came from Craig-road, the report being that a policeman had been killed. Men were sent, and found that a party of Hokien had attacked a Teochew eating house, and had completely wrecked it hammering the inmates who did not succeed in escaping. The solitary policeman near had come up, and the rioters, who were now armed with knives and axes, turned on him, cutting his leg rather badly, so that he had to be sent to hospital. They all got away when reinforcements arrived.

CHINATOWN ALARMED.

The shop-keepers began to be alarmed and put up their shutters, and by eight o'clock the streets presented a very unwelcome appearance. The tactics of the rioters seemed to be to make isolated attacks on Teochew shops, which they completely wrecked, smashing lamps and banging about the people who belonged to them.

Disturbances took place in Church-st., just behind the Central Police. The assailant is got away before the police arrived, except one man who was trying the till, who was arrested. There was another fight in Hokien-st., in which a few more arrests were made.

POLICE ARRANGEMENTS.

By half past nine the police throughout the town were all in readiness. Parties with rifles patrolled the streets, reserve parties were kept in the police stations, and every available man was warned for duty. The news of a disturbance in Kampong Glam seemed to indicate widespread disorder, but what really seems to be the case is that the Hokien, who outnumber the Teochews in the town, are making more or less isolated attacks on their enemies' shop and houses. The danger is that the more they are able to do this, the more bold they will become, and the bazaar and retail trade might be affected.

At about ten o'clock things were generally fairly quiet. There had been a cessation of the fighting and the streets in which the disturbances had occurred were a deserted air. Most of the shops were heavily barricaded and at the doors a few men were gathered prepared for emergencies. The rain had possibly some effect in dispersing the combatants. The police had however made ample arrangement for any fresh outbreak, and it was decided to have the river thoroughly patrolled by the water police, in boats and launches, and also on shore. It is reported that some of the fighters have been killed, but at this hour no definite information was available. New Market-road showed considerable signs of the fighting, the stones being torn up and bricks and rubble lying all over the place. The general opinion was that no more disturbances would occur during the night, but a possible repetition of the trouble was thought likely to occur about five o'clock this morning, and will be guarded against.

DISTURBANCES ALL OVER CHINATOWN.

The Police precautions prevented the big fight that was anticipated between the Hokien and Teochew clans early yesterday morning, but a repetition of Tuesday afternoon's desultory fights took place all over Chinatown.

[Continued on page 4.]

BANKRUPTCY.

CHANG SHUN KOO'S AFFAIRS.

In Bankruptcy Jurisdiction this morning, His Honour the Chief Justice presiding, Hon. Mr. H. M. Pollock, K.C., instructed by Mr. J. S. Harrison of Messrs. Ewins and Harrison, applied on behalf of the trustee in the matter of Chang Shun Koo, for leave to disclaim a lease dated 17th June, 1905, of section B, of Marine Lot No. 7, bearing a monthly rent of \$2,100.

Sir Henry Baskley said that the matter had been adjourned to obtain Mr. Ho Tung's consent to the disclaimer. That consent had been obtained and filed. His Honour: Then if you have the consent of Mr. Ho Tung there is nothing for the Court to do but to allow it.

TO REDUCE A CLAIM.

Regarding the motion of Mr. Ho Tung to be allowed to reduce his claim from \$33,000 to \$1,000 His Honour said he could not see how that could be done now.

MANAGER CANNOT SIGN PETITIONS. In the matter of Kwong Ching, ex parte the Yuen Hi firm, Mr. B. Daniels, of Messrs. Johnson, Stokes and Master, applied for an adjudication order against the debtor.

His Honour: On what grounds?

Mr. Daniels: The debtor has committed an act of bankruptcy by giving notice of his inability to pay his debts, and his intention to suspend payment.

His Honour: Let me see that notice? Mr. Daniels: It was a verbal notice.

His Honour: Can you prove it?

Mr. Daniels: Yes, I will put Chan Kam Li in the box to prove it; he is managing partner. Chan Kam Li was called, and said he was not a partner.

His Honour: Then he cannot sign the petition. It must be signed by a partner in the firm.

Mr. Daniels: He has a power to sign for the firm.

His Honour: Yes, in all matters pertaining to the business, but not matters to bankruptcy. Mr. Daniels: Then will your Lordship adjourn the matter till next Thursday?

His Honour: A notice of intention to suspend does not necessarily constitute an act of bankruptcy, as it may be to suspend in six months or in one year. The matter adjourned till next Thursday, when the application can be renewed by a partner.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$47, Hongkong Fires \$321, H.K. and M. Steamships \$27, Indo-China \$75, Kowloon Wharves \$84, Hongkong Lands \$104, Cements \$19, Electric \$15.

Sellers:—Hongkong Banks \$810, Unions \$770, Cantons \$300, China \$210, Manila \$25, Douchings \$40, Shell \$20, Transports \$17, China \$145, Bata \$9, Hongkong Docks \$51, West Point \$50, Humphreys Estate \$14, Hongkong Cottons \$13, China Borneo \$10, China Privileges \$9, Ices \$23, Ropes \$23, China Light and Power \$10, A.S. Watsons \$12, Powells \$8.

Sales:—Hongkong Electric \$15, Nominal—China Fires \$95, Shanghai Docks \$15, 108, Hongkong Wharves \$15, 230, Hongkong Hotels \$124, Dairy Farms \$17, Tramways \$215.

TODAY'S EXCHANGE.

Selling.
London—Bank T.T. 2/3 7/16
Do. demand 2/3 7/16
Do. 4 months' sight 2/4
France—Bank T.T. 2/3 7/16
America—Bank T.T. 2/3 7/16
Germany—Bank T.T. 2/3 7/16
India T.T. 2/3 7/16
Do. demand 17/0
Shanghai—Bank T.T. 7/24
Singapore T.T. 1 1/2 prem
Japan—Bank T.T. 112 1/2
Java—Bank T.T. 138

Buying.
4 months' sight L/C. 2/4 3/16
6 months' sight L/C. 2/4 3/16
30 days' sight San Francisco & New York. 50
4 months' sight do. 57 1/2
30 days' sight Sydney and Melbourne. 2/4 3/16
4 months' sight France. 2/4 3/16
6 months' sight do. 2/4 3/16
3 months' sight Germany. 2/4 3/16
Bar Silver. 32 1/2
Bank of England rate. 6 1/2
Sovereigns. 8.65

TODAY'S Advertisements.

A. S. WATSON & CO., LIMITED.
NOTICE TO SHAREHOLDERS.
AN INTERIM DIVIDEND on account of the year 1906, of Forty cents per Share, will be payable at the Hongkong and Shanghai Bank, Hongkong, on and after WEDNESDAY, 28th November, 1906, on Warrants to be obtained at the Company's Office.

The Dividend will also be payable at the Hong Kong and Shanghai Bank, Shanghai, on and after the same date.

THE REGISTRATION OF SHARES will be CLOSED on MONDAY, the 26th instant, until FRIDAY, the 30th instant, both days inclusive, during which period NO TRANSFER OF SHARES will be effected.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd November, 1906. [1131]

HONGKONG ST. ANDREW'S SOCIETY.

SCOTSMEN are invited to SUBSCRIBE to the ST. ANDREW'S BALL to be held in the City Hall at 9 P.M. on FRIDAY, 30th instant.

For particulars, please apply to—
W. ARMS-STRONG,
Hon. Secretary,
(C/o Butterfield & Swire).
Hongkong, 22nd November, 1906. [1128]

SALE OF H.M.S. "PHOENIX."

TENDERS for the SALE of the above Vessel as she lies all standing at Kowloon Coal Dock will be received by the NAVAL STORE OFFICER, H.M. NAVAL YARD, Hongkong, up till Noon the 30th November. The purchaser will be required to remove and break up the vessel within a reasonable time, and will be called upon to deliver to the Naval Yard the Ship's Boilers and Anchors.

Intending purchasers can inspect the vessel on and after the 17th instant on application during yard working hours.

The highest Tender will not necessarily be accepted.

The particulars of the Ship are as follows:—Steel Twin Screw Coppered Sloop of 185 feet length, 31' 6" beam, Displacement 1050 tons, fitted with Vertical Triple Expansion Engines.

Further information and particulars as to sale to be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard, Hongkong.

Hongkong, 22nd November, 1906. [1196]

To-day's Advertisements.

WANTED.

A JAPANESE TO TEACH THE LANGUAGE about four hours a week.

Apply—
"T."
C/o This Paper.
Hongkong, 22nd November, 1906. [112]

L O S T.

FOX TERRIER BITCH, White Body, Black and Tan Head Reward offered to finder.

MANAGER,
KENNEDY STABLES,
Causeway Bay.
Hongkong, 22nd November, 1906. [1124]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

on SATURDAY, the 24th November, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, A LARGE ASSORTMENT OF JAPANESE CURIOS.

Comprising:—OLD SATSUMA VASES, INCENSE BURNERS, WALL PLATES, SILVER and GOLD CLOISONNE VASES, TEA SETS, CARVED IVORY FIGURES, SILK-EMBROIDERED SCREENS, MAKUDZU VASES, KAGA TEA SETS, WATER COLOURS, PICTURES, &c., &c., &c. Catalogues will be issued.

TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 22nd November, 1906. [1120]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

on FRIDAY, the 30th November, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—TEAKWOOD WARDROBES and SIDE-BOARDS with BEVELLED GLASS, TEAKWOOD BOOK-CASE, TABLES, MIRRORS, CHAIRS, SILK TAPESTRY-COVERED SOFA and CHAIRS, GLASS and CROCKERY WARE, PICTURES, &c., &c., &c.

One SEMI-GRAND and One COTTAGE PIANO.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 22nd November, 1906. [1120]

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN. Taking Cargo at through rates to Tawao, Lahad Dato, Labuan, Jolo, Zamboanga and Menado. THE Steamship

"BORNEO," Captain F. Sembill, will be ready to load on SATURDAY, 24th instant.

For Freight or Passage, apply to NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 22nd November, 1906. [2]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP. THE Steamship

"GLENAVON," Captain Woolfenden, will be despatched as above, on FRIDAY, 7th December, 1906.

For Freight, apply to MCCREGOR BROS. & GOW.
Hongkong, 22nd November, 1906. [1125]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ REGENT LUITPOLD" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TOMORROW (THURSDAY), 10 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 27th instant, at 9.30 A.M.

All Claims must reach us before the 3rd of December, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.
Hongkong, 21st November, 1906. [2]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer "KWONG TUNG," 1,238 H.P. W. WALKER, Leaves Hongkong for Canton on each Sunday Tuesday and Thursday, at 6 every evening. Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, \$5 (Servant excluded). Meals \$1 each.
The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 21st November, 1906. [1071]

Intimations.

THE ROBINSON PIANO CO., LD.

HAVING SECURED AN INTEREST IN A LARGE

LONDON FACTORY

CAN SUPPLY

HOME PIANOS

ON EVEN MORE EXCEPTIONAL

TERMS THAN EVER.

—

PIANO

AND

APOLLO

PIANOLA,

\$550!!!

—

FROM MANUFACTURER TO

PURCHASER DIRECT.

Hongkong, 10th November, 1906. [38]

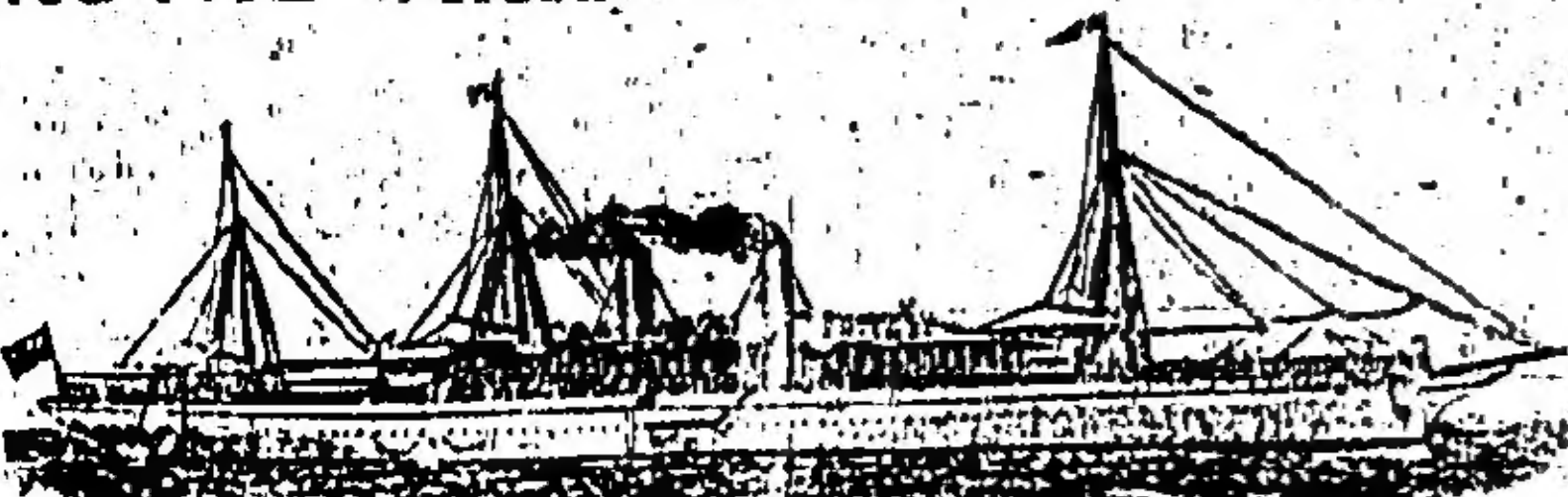
MOËT & CHANDON'S

HIGHEST GRADE OF CHAMPAGNE IS

"DRY IMPERIAL"

BRAND

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of over Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"ATHENIAN" 3,382	WEDNESDAY, November 28th December 2nd
"EMPEROR OF JAPAN" 6,000	THURSDAY, December 20th January 7th
"MONTEAGLE" 6,163	WEDNESDAY, December 26th January 19th
"EMPEROR OF CHINA" 6,000	THURSDAY, January 17th February 4th
"TARTAR" 4,425	WEDNESDAY, January 23rd February 16th
"EMPEROR OF INDIA" 6,000	

"EMPEROR" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Canada with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £45.
R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Hongkong, 22nd November, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	YIKSANG	FRIDAY, 23rd Nov., Noon.
MANILA	YUENSANG	FRIDAY, 23rd Nov., 4 P.M.
SHANGHAI	KWONGSANG	SATURDAY, 24th Nov., Noon.
SINGAPORE, PENANG & CALCUTTA	KUISANG	SATURDAY, 24th Nov., 3 P.M.
TIENTSIN	CHIPSING	SATURDAY, 24th Nov., 4 P.M.

† Taking Cargo on through Bills of Lading to Chafoo, Tientsin, Newchwang and Yangtze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 22nd November, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
NINGPO and SHANGHAI	"YOHOW"	24th November.
SHANGHAI	"KIUKIANG"	26th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	3rd December.
YOKOHAMA and KOBE	"CHANGSHA"	13th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd November, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

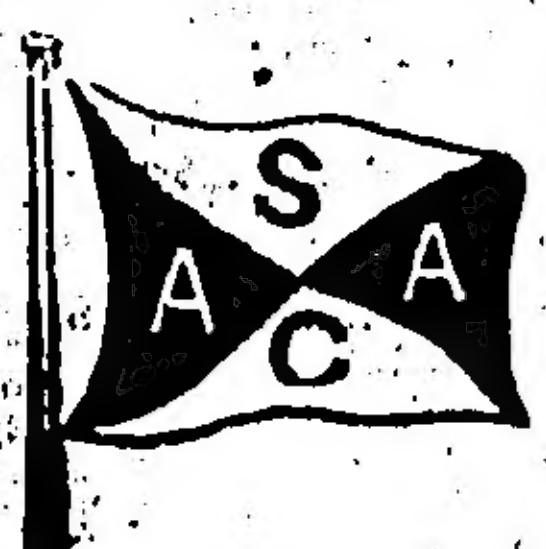
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 24th Nov., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 1st Dec., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 17th November, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship About

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd November, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHEMANIA," "HABSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Letting tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAO, CHEFOO AND TIENTSIN VIA SHANGHAI.	
HOHENSTAUFEN	Capt. Jaeger, 2nd December.
SILESIA	Bahle, 2nd January.
SCANDIA	v. Doehren, 15th February.
HABSBURG	Filler, 4th March.
RHEMANIA	v. Hoff, 2nd April.
HOHENSTAUFEN	Jaeger, 1st May.
SILESIA	Bahle, 1st June.
SCANDIA	v. Doehren, 1st July.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE (LONDON VIA HAVRE) and HAMBURG.	
RHEMANIA	Capt. v. Hoff, 14th December.
HOHENSTAUFEN	Jaeger, 12th January.
SILESIA	Bahle, 8th February.
SCANDIA	v. Doehren, 22nd March.
HABSBURG	Filler, 31st April.
RHEMANIA	v. Hoff, 12th May.
HOHENSTAUFEN	Jaeger, 14th June.
SILESIA	Bahle, 12th July.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.	
FOR SHANGHAI, KOBE & YOKOHAMA ANDALUSIA	24th November.
FOR SHANGHAI, KOBE & YOKOHAMA AMBRIA	26th November.
FOR TSINGTAO, NAGASAKI and DAPHNE	27th November.
FOR SHANGHAI, KOBE & YOKOHAMA HOHENSTAUFEN	2nd December.
FOR SHANGHAI, KOBE & YOKOHAMA SILESIA	15th December.
FOR SHANGHAI, KOBE & YOKOHAMA SPEZIA	29th December.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.	
Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.	
FOR HAVRE, ANTWERP and HAMBURG SITHONIA	30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG RHEMANIA	14th Dec.
FOR HAVRE and HAMBURG ANDALUSIA	28th Dec.
FOR NEW YORK VANDALIA	2nd Jan.
FOR NEW YORK NUBIA	To follow.
FOR NAPLES, HAVRE, BREMEN & HAMBURG HOHENSTAUFEN	11th Jan.
FOR HAVRE and HAMBURG SPEZIA	15th Jan.
FOR NAPLES, HAVRE and HAMBURG SILESIA	8th Feb.

Hongkong, 21st November, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE"

will be despatched for the above Ports, on or about the 24th instant.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 20th November, 1906.

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH"

will be despatched for the above Ports, on or about the 26th instant.

For Freight and further particulars, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 20th November, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 13th November, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, via JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons.

Captain W. C. T. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,
Manager.

Hongkong, 14th November, 1906.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"POLYNESIEN"

Captain Broc, will be despatched as above, on or about MONDAY, the 26th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 20th November, 1906.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR"

Captain S. H. Belson, will be despatched for the above Ports, on TUESDAY, the 27th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 20th November, 1906.

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship

"BENMOHR"

Captain Webster, will be despatched as above, on or about the 30th November.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 12th November, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS and ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd. and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

1 HK leading English Newspaper in China

Also widely circulated in Japan, Cochin China, Ceylon, India, and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. 5s each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

SINGAPORE RACIION FIGHTS.

(Continued from page 5.)

Hostilities first broke out at Boat Quay where with shouts of "pah, pah" the rival clans opened a fusillade of brickbats and broken bottles on each other. Fortunately the Police got immediate notice of the fight and succeeded in dispersing the rioters, half-a-dozen of whom were arrested.

For some time after this the town was quiet, but Chinese shopkeepers anticipating more trouble only partly opened their shops, and richikas plying were few in number, the Teochiu and Hokien coolies being ready to fly at each other's throats and the coolies of the other clans being afraid to turn out as they believed they would be assaulted and their vehicles wrecked. With the absence of the richikas the streets were a deserted air and in the Hokien and Teochiu quarters the respective clans hung about the street corners ready to raid each other's houses.

The next trouble, however, occurred at New Market-rd, near the Chinese Protectorate, the scene of the big fight on Tuesday, and began by sudden shouts of "pah, pah" and showers of bricks of which there was a handy supply at the roadside. Then they produced short-handled fighting sticks and got to close quarters. Heads were being cracked and rough knocks exchanged when Captain D'Arcy Symonds with a body of armed Sikhs arrived at the double. At the approach of this armed force the rioters scattered in all directions, many escaping up the by-streets, but a few of the ringleaders and more desperate fighters were secured.

Immediately after this fight news came that another outbreak had occurred in Hongkong-st which mostly contains Teochiu shops and a party of police hurried off to this street. The row appeared to be an attack on a Teochiu tea-shop by Hokiens, who bolted when they saw the police, but again arrests were made.

After keeping out of the way for half-an-hour the rioters started the fight again right in front of the Protectorate in full force, and when a small police-patrol attempted to interfere the combatants met them with volleys of stones. Reinforcements, however, came to the Police and a large number of arrests were made.

These sudden fights had, up to noon, occurred all over the town, street-fighting being fiercest in New Market-rd, Merchant-rd, Hongkong-st, Teluk Ayer, and Anson and Tanjong Agard, and to be in readiness for eventualities the order was given for the Sikh Police to be served out with ball cartridge and buck-shot, whilst armed squads were sent out to patrol the streets where fighting had taken place and where outbreaks were likely to occur again.

At noon arrangements were made to call a meeting of the Chinese Advisory Board, to obtain their opinion on the trouble.

The rioters arrested on Tuesday night and yesterday morning were brought before Mr. Coleman yesterday in batches and most of them had wounds they had received in the fight, whilst the Police produced large numbers of the heavy fighting sticks with which the wounds were inflicted.

The Court was crowded with Chinese on-lookers—partisans of the prisoners who scowled at each other, and in every case Mr. Coleman convicted, imposing sentences ranging from three months to six months. The Magistrate took the excellent step of getting the Court interpreter to explain in a loud voice the heinousness of the crime of rioting and the penalties attached to it, and all and sundry were warned that if they were arrested amongst rioters it would be taken for granted they were of the party. This seemed to deeply impress the Chinese thronging the Court.

The Police Court compound was crowded with Teochius and Hokiens anxious to know what sentence had been passed on their friends and when they heard the punishment through the lock-up bars they quickly dispersed.

The heavy rain in the afternoon rather damped the ardour of the opposing clans and there was no serious fight, though several gangs of Teochius made raids on Hokien shops in retaliation for the attacks on their clansmen's shops the previous day. The worst raid took place in Church-st and here a Hokien piece goods shop was attacked and looted before the Police could come to the rescue. The same thing happened to an Opium shop in New Market-rd. In both cases arrests were made and doubtless the salutary punishment the Third Police Magistrate has been meting out will be continued.

Later in the afternoon the leading members of the Chinese Chamber of Commerce, who had met earlier in the day to decide what steps they should take to assist the Police, went with Capt. Cascard round the Hokien and Teochiu quarters of the town and told the men to behave in an orderly manner assuring them that anyone who was attacked would be assisted by the Police. This somewhat reassured some of the shop-keepers who opened up their "kedahs," but others kept the shutters up and business in Chinatown was practically at a standstill.

The Chinese faction fight has had one unfortunate result, beyond any bodily grief the combatants may have let themselves in for—a scarcity of richikas, plying along the thoroughfares. Yesterday but few of the single richikas, or the smarter (if such a term can be applied to any of the crowd) of the runners were out. They were too frightened. The bulk of the men out were the aged, withered "eight-owls," who had been out all night and gawping the position of the next morning remained out. For over an hour the writer and his boy padded the neighbourhood of Kampong Saigon for a richika and it was eloquent of the condition of things that the only one disengaged—or about at all—was a double "shaw," and a runner with one of the finest black eyes we have observed for some time. And he could not wait.

A late call paid last night at the Central Police Station elicited that there had been no other outbreak in the vicinity of the Teoyi Lines, but it was not serious and was soon

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEK, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain J. Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 27th November, at 1 P.M.
Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.
Cargo also booked for principal places in Europe.

Next sailings will be as follows—
S.S. *ERNEST SIMONS* 11th December.
S.S. *POLYNESIAN* 15th December.
S.S. *CALEDONIAN* 8th January.
S.S. *SALAZAR* 22nd January.
S.S. *OCEANIAN* 5th February.
G. DE CHAMPEAUX, Agent.
Hongkong, 14th November, 1906. (11)



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEK, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.)
The Steamship

"MALTA."

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 1st December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Himalaya*, 7,000 tons, from Colombo. Silk and Valuables, all Cargo for France and Tea for London (under arrangement), will be transhipped at Colombo into the Mail steamer, proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia*, due in London on the 12th January, 1907.
Passage will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
For further Particulars, apply to

E. A. HEWITT,

Superintendent.

Hongkong, 22nd November, 1906. (14)

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pts.
COGNAC	821.50	—
	19.00	—
	16.00	—
WHISKY, PALL MALL	19.00	—
JOHN WALKER	12.00	—
C. P. & CO'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS.

Hongkong, 16th November, 1906. (13)

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

KODAKS, FILMS,

AND ACCESSORIES.



AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADDOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.		APPROXIMATE PERCENTAGE OF DIVIDEND BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				ASSETS.	AT WORKING ACCOUNT.				
BANKS.									
Hongkong & Shanghai Banking Corporation	20,000	\$125	\$125	\$1,000,000 \$10,250,000 \$10,000,000	\$1,712,472	{1.15/- @ Ex. 2/1 = \$16.47 for first half- year 1906		5 1/2 %	{ \$810 London 25.10
National Bank of China, Limited	60,025	£7	£6	\$12,731 \$10,000	\$74,099	\$2 (London 3/6) for 1905			\$47 buyers
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,075,000 \$200,000	\$233,638	\$20 for 1905		6 1/2 %	\$300
North China Insurance Company, Limited	10,000	£15	£5	{ £110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	{ Final of 7/6 making 15/- for year ended 30.6.1906		6 %	Tls. 87 1/2 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$1,000,000 \$1,000,000	\$2,292,271	Interim div. of \$50 for 1905		4 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$131,131 \$153,844 \$156,279 \$800,000 \$61,278 \$15,527 \$1,000,000	\$508,334	\$12 and \$3 special dividend for 1904		9 %	\$165 sellers
FIRE INSURANCES.									
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$229,488 \$2,616 \$1,229,928	\$344,098	\$6 for 1904		6 1/2 %	\$95 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50		\$422,618	\$25 for 1904		7 1/2 %	\$324 buyers
SHIPPING.									
China and Manila Steamship Company, Limited	20,000	\$25	\$25	\$6,000 \$26,638	\$6,563	\$14 for 1905		6 1/2 %	\$25
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$193,562 \$250,000 \$250,000	Nil.	\$24 for year ended 30.6.1906		6 1/2 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$131,131 \$153,844 \$156,279 \$800,000 \$61,278 \$15,527 \$1,000,000	\$5,464	\$1 for 1st half-year 1906		2 1/2 %	\$27 1/2
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$289,958 £2,399	£4,452	10/- @ ex. 2/1 1/2 = \$1.69		6 1/2 %	\$75
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 40,000	Tls. 23,156	Interim div. of Tls. 2 1/2 @ 1906		9 %	Tls. 5 1/2 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 40,000	Tls. 23,156	Interim div. of Tls. 2 1/2 @ 1906		9 %	Tls. 5 1/2 sales
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$4,144 \$65,000 \$32,957 Tls. 98,000	£107,815	{ 1/2 (Coupon No. 6) for 1905 \$1.50 for year ending 30.4.1906		4 1/2 %	{ 37 1/2 \$253 buyers \$174 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	Tls. 305,479 Tls. 48,000 Tls. 87,200	\$218	Interim div. of Tls. 2 account 1906		8 %	T. Tls. 50 sellers
Taku Tug and Lighter Company, Limited	20,000	Tls. 50	Tls. 50		Tls. 13,973				
REFINERIES.									
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905		17 1/2 %	\$145
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$132,588	\$1 for 1907			\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 24 for year ending 30.9.04			Tls. 85 buyers
MINING.									
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £110,000 £26,011 none	£12,546	{ Final of 1/- 7/10 7/2 making 3/- for year ended 30.6.1906		7 %	Tls. 9.20 sales
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$909,050	Final of 50 cents making G. \$1 for 1905		7 %	G. \$14
South Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £8,745	No. 12 of 1/- = 48 cents			\$9
DOCKS, WHARVES & GODOWNS.									
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905		4 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$100,000 \$65,160 \$29,500	\$20,040	\$24 for a/c 1906		6 1/2 %	188 1/2 buyers
Hongkong and Whampoa Dock Company, Ltd.	60,000	\$50	\$50	\$49,500	\$392,087	\$6 for first half-year ending 30.6.06		8 %	\$151
New Amoy Dock Company, Limited	10,000	\$68	\$68	\$38,000	\$2,221	\$1 for 1905		6 1/2 %	\$161
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6		7 1/2 %	Tls. 108 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ Tls. 487,210 Tls. 57,065 Tls. 30,000	Tls. 37,065	Interim div. of Tls. 8 on account 1906		6 1/2 %	Tls. 229 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905		8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.									
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year			Tls. 102
Star House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$30,000	\$8,418	\$5 for year ended 30.6.1906		10 1/2 %	Tls. 120 sales
Central Stores, Limited	6,000	\$25	\$25	none	\$1,719	\$240 on \$12 for 1905		15 1/2 %	\$18 buyers
Do. (new issue)	24,000	\$25	\$25	none		\$7 on \$24 for 1905			\$16
Do. (Founders)	123	\$15	\$12			None			\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,975 \$19,075	\$10,057	\$5 for first half-year for 1906		9 %	\$112 1/2
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$250,000	\$67,839	Interim div. of \$34 account 1906		6 1/2 %	\$104
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 297,83	Tls. 1,935	Final of 6 1/2 = 10 % for 1905		16 1/2 %	Tls. 154 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10		12 1/2 %	\$80 sellers
Lampreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$208,386 \$50,000	\$5,070	80 cents for 1905		7 %	\$112 buyers
Kowloon Land and Building Company, Limited	10,000	\$50	\$50	none	\$574	\$24 for 1905		6 1/2 %	\$39
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 869,493	Tls. 52,194	Tls. 3 for half-year 1906		5 1/2 %	Tls. 96 buyers
Do. (new issue)	25,000	Tls. 50	Tls. 25	Tls. 170,000		Interim div. of \$2 account 1906		8 %	Tls. 56 buyers
West Point Building Company, Limited	12,500	\$50	\$50		\$772				\$40
COTTON-MILLS.									
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31. 6. 1905		10 1/2 %	Tls. 74 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$110,000	\$21,660	\$14 for the year ending 31.7.06		9 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 152,000	Tls. 36,218	Tls. 6 for year ended 30.6.06 (8 %)		9 1/2 %	Tls. 64
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905		9 %	Tls. 89 buyers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 16,456	Tls. 35,986	Tls. 25 for 1905		7 1/2 %	Tls. 325 buyers
MISCELLANEOUS.									
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905		6 1/2 %	\$104
Bell's Asbestos Eastern Agency, Limited	8,664	\$10	\$10	\$814	\$856	\$3 per share for 1905		9 1/2 %	\$104
Campbell, Moore & Co., Limited	1,200	\$126	\$126	\$9,000	\$1,097	\$13 for 1905		9 1/2 %	\$104
China-Bonnam Company, Limited	60,000	\$12	\$12	none	Nil.	Final of Tls. 5 making Tls. 10 for 1905		16 1/2 %	Tls. 60 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	60 cents for year ended 28.2.06		6 1/2 %	\$10
China Light and Power Company, Limited	50,000	\$10	\$10	\$18,000	\$1,219	80 cents for 1905		8 1/2 %	\$93
China Provident Loan & Mortgage Company, Ltd.	100,000	\$20	\$20	\$10,000	\$2,555	\$1.30 for year ending 31.7.1906		7 %	\$17 ex div.
Dairy Farm Company, Limited	25,000	\$70	\$6	\$410,000 \$500,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06		10 1/2 %	\$19 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	\$186,000	\$20,893	\$24 for year ending 28.2.06		10 1/2 %	\$24 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	none	\$2,568	\$1.00 for 10 months ending 28.2.06		8 %	\$15 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$50,000	\$2,796	Int. div. of \$20 for 10 months ending 18.10.05		10 1/2 %	\$215
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$80,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06		8 1/2 %	\$296
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$61,000	\$5,812	50 for 1905 on 5 shares		7 1/2 %	\$22 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$25,000	\$88	Final of 50 cents making \$1 for the year		13 1/2 %	\$71
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	Tls. 547,600 Tls. 27,603	Tls. 10,374	Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06		9 1/2 %	Tls. 297 1/2 buyers
Malaccapilly tot Mija, Bosch en Landbouwerij	25,000	Ga. 100	Ga. 100	none	Dr. P. 34,324	None			\$5 buyers
Philippine Company, Limited	67,500	\$10	\$10	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 34 account 1906		6 1/2 %	Tls. 110 buyers
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904		12 1/2 %	Tls. 106 sellers
Do. (new)	8,000	Tls. 50	Tls. 50	Tls. 37,000	Tls. 2,753	Interim div. of Tls. 5 account 1906		10 1/2 %	Tls. 128 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 100	Tls. 100	Tls. 24,820 Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906		5 1/2 %	Tls. 90 buyers
Shanghai Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for 1-year 1906			Tls. 350 sellers
Shanghai Waterworks Company, Limited	8,175	£20	£15	none	Dr. \$41,934	Interim div. of 5/- for 1-year 1906			Tls. 290 buyers
South China Morning Post, Limited	7,000	\$25	\$25	none	\$1,134	None			\$22 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	none		50 cents for year ended 31.5.05		8 1/2 %	\$6
Teikoku Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim div. of Tls. 4 for year 1905/6		7 1/2 %	Tls. 105 sellers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$4	\$25,000	\$752	{ 70 cents for year ended 31.5.1906 \$2.90		8 1/2 %	\$6
Do. (Founders)	100	\$10	\$10			Final of 50 cents making \$1 for 1905		8 %	\$124
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$25,000	\$7,734	{ Final of 3 1/2 cts. making 80 cts. for the year ended 30th June, 1906		10 %	\$9
William Rowell, Limited	15,000	\$10	\$10	\$4,500	\$182				
DIVIDENDS PAYABLE:-									
Langkai (4th interim)						Tls. 7 1/2			December, 1906